BY MAN ABOARD SHIP.

by the flood.

WHY SUFFER FROM RUPTURE

I have cured over 3,000, to whom I am privileged

NO PAY UNTIL CURED.

Consultation Free. Investigate my References. Hours from 10 to 12, 3:30 to 5; Saturday and Sunday, 10 to 1.

Holland Building, Room 907, 211 NORTH SEVENTH STREET, ST. LOUIS.



KANSAS CITY, ST. JOSEPH, OMAHA.

The Burlington's trains to these cities are of the highest grade throughout—the regular standard of Burlington through trains in the West. They are broad vestibuled, Pintsch lighted, and are equipped with the best models of chair cars (seats free) with smokers' compartment, modern patterns of standard, compartment, drawing room and buffet sleepers.

9.00 a. m., for Kansas City, St. Joseph and Northwest.

2.05 p. m., for St. Joseph, Omaha and Denver.

TRAINS. (9.00 p. m., for Kansas City, St. Joseph, Omaha and Denver Tickets and information at City Office, at S. W. Cor. Broadway and Olive Sts.



A Large Variety of Goods

is here waiting your inspection and approval. All the bes goods in the newest weaves and colorings. We will make you a made-to-measure sult from our stock of goods for \$35 to \$35. We guarantee a perfect fit and perfect finish. If you want a suit for good, solid wear, it will pay you to get one of these.

MacCarthy-Evans Tailoring Co.

820 Olive, Opp. Post Office.

CENTENNIAL ANNIVERSARY.

Plans to Celebrate Foundation of Sacred Heart Order.

REPUBLIC SPECIAL St. Joseph, Mo., Sept. 8.—The centennial anniversary of the founding of the Order of the Sacred Heart will be celebrated in this city November 21. Preparations are already being made. There will be spiritual exer-cises and instruction with the exposition and benediction of the blessed sacrament on November 18, 19 and 29. November 21 is the feast of the Presentation of the Blessed Virgin, and the services will be particu-larly impressive.

The Two Eyes Look Just Alike, But they don't always see alike, Dr. Bond, expert optician at Mermod & Jaccard's, Broadway and Locust, will examine your eyes free of charge and fit them separately and accurately with glasses. Steel frames, \$1 and up; gold, \$5 and up.

Soldiers' Reunion Closed.

Harrisburg, Ill., Sept. 8.—The soldiers' raunion of the four counties of Johnson, Williamson, Pope and Saline came to a close
at Stonefort to-night. During the day
speeches were made by Judge Williams of
Paris and Captain N. B. Thistlewood of
Cairo.

REPUBLIC SPECIAL.

Jefferson City, Mo., Sept. 8.—At the request of Adjutant General Bell, Governor
Stephens to-day issued a Captain's commission to Professor B. L. Smith of WentWentCairo.

Not

Temporary

Stimulant

FEARED OPERATION AND TRIED SUICIDE.

Mrs. Garret Schmidt, an Invalid, Leaped From Second-Story Window at Alton.

Places, Right Arm Broken and Hurt Internally-Lives in Gillespie.

Mrs. Garret Schmidt of Gillespie, Ill., attempted to take her life at the residence of William Busse in Alton yesterday afternoon by plunging headlong out of a second story window to the pavement, twenty feet be-

She escaped death, but sustained fracture of the right lag in two places, a shattered right arm, as well as internal injuries, which may prove fatal. Mrs. Schmidt was taken to St. Joseph's Hospital.

Mr. and Mrs. Schmidt have been visitors et the home of Mr. Busse, on Third street for several days, in hopes of improving Mrs. Schmidt's health. Yesterday morning the patient was informed that a surgical operation might have to be resorted to within a few days to secure the desired relief.

At this suggestion she appeared to grov despondent, from which condition she did not recover as the day passed. In the aft moon about 4 o'clock, while conversing with Mrs. Busse in a room on the second floor of the Busse home. Mrs. Schmidt sud-denly walked to the window and plunged headlong into the street. Mr. and Mrs. Schmidt are well-known residents of Gil-

\$7.00-Mackinge and Return-\$7.00. Via Clover Leaf Route, going Septtember 19.

B. L. Smith Commissioned.

REPUBLIC SPECIAL.

Permanent

Vessel Stranded During a **HOW THE MEN FELT** Heavy Fog in the Graveyard of Ships.

OREGON STORY TOLD

Every Man Remained True to His Post Through the Long and Dangerous Night.

On the last day of June the cable announced: "U. S. S. Oregon lost on uncharted rock off the coast of China."

The Oregon was not lost, as everybody knows now, but the great battleship, the pride of the American Navy, had a very

Just how narrow was her escape is told in an interesting account of the incident by Lieutenant J. R. Smith of the Oregon, who participated in the efforts of the crew to save the gallant warship. BY LIEUTENANT J. R. SMITH. SPECIAL BY CABLE

We had kept up to our average of eleven knots an hour. Now we slackened up a bit

of How-Ke light, designated on the map as the Gulf of Pechill.

Perhaps we were a bit more silent than usual. Even to the scafaring man there is a certain depression about a sea wrapt in a fog. In a storm there are elements one can fight. He can steer clear of the wind, he can lash himself to a mast and sing merrily of the sweetheart be left.

teen-inch armor on her barbettes, her bat- may need support.

ABOARD THE OREGON. •

We knew we were in the "Graveyard of Shifts."

Every time the ship struck it was NONE SPOKE AT THE TIME. . like a knife to our hearts. All night we hoped and prayed. No one left from below until forced .

> Each one of us buckled on a life There wern't three words ex-

changed among us that night. The day and the hour will never • fade from our memory, but, thank • ♦ God, the great buttleship is alive to ♦ go wherever America's flag may need

tery and her breech-loading rifles, against a The moment of that realization was terri-

Each one of us rose to his feet, if he was not already on them, impelled to do something-anything. The ship tossed and struck and tossed

SPECIAL BY CABLE.

Kure, Japan, Aug. 5.—The Oregon, building of the American Navy, monster sea fighter, famous the world over for her record trip from the Golden Gate around Cape Horn to smash Cervera, will soon be her own old noble self.

Back run the memories of men to that light of June 29 when the great butleshin and was at his station as quickly set if

Back run the memories of men to that higher of June 29, when the great battleship thrilled from end to end, more shocked by contact with a reef in Chinese waters than ever she had been by all the rain of shelis that had been poured upon her from Spanish guns.

It was a calm night, heavy with fog. We were going along easily and slowly. We had passed into the Yellow Sea on our way from Hong-Kong. All was well.

We had kept up to our average of eleven in the rock as if on a bed of down. Investigation had shown us a rent in

Investigation had shown us a rent in her bottom on the port side fully twenty-five feet long and about three wide.

SUSTAINED TERRIBLE INJURIES.

We knew that we were bound for Taku. We had been out six days and were near enough to be thinking of casting anchor at the scene of hostilities.

The greatest battleship of all America was in danger, powerless with her sixteen great furnaces, her double set of engines, her two propellers, her 19,000-horse power, the seventeen-inch armor on her barbeites, her battleship that traveled 14,000 miles to be in at the death of Cervera's fleet is ally to go wherever America's flag may need support.

RAILROAD NEWS FROM ALL POINTS

Vice President Stubbs Says That H. E. Huntington Will Succeed His Dead Uncle.

NEW MANAGEMENT'S PLANS.

Santa Fe's Switching Charge-Missouri Pacific Officials-Three I.'s Victory-New Illinois Line-Notes.

San Francisco, Cal., Sept. 8.-Third Vice President Stubbs of the Southern Pacific Company has returned from New York. Mr. Stubbs is of the opinion that H. E. Huntington will be elected president of the

been made chairman of the Board of Directors," remarked Mr. Stubbs, "I take it rectors," remarked Mr. Stubbs, "I take it to be the intention to have a president who will reside on this coast, and who will have active management of the property, leaving noncommittal when it came to expressing active management of the property, leaving Chairman Tweed in charge of financial and other affairs in the East. I see no reason why the directors should go outside of the company for a president, in view of H. E. Huntington's intimate knowledge of the company's affairs and his ability."

SOUTHERN'S ANNUAL

No Railway in the South Has Made a Better Showing.

Better Showing.

No railroad in the South has made a better showing than the Southern Railway. This company's mileage is increasing from time to time, and on June 30, 1800, it stood at 6.431 miles, as against 5.335 miles a year earlier. The principal accessions were the Atlantic and Danville, 222 miles; the Northeastern of George, thirty-eight miles, and the Carolina Midiand extension, from Cayos to Perry, S. C., thirty-one miles, besides trackage on other roads in South Carolina aggregating eighty-eight miles. The average number of miles operated in the year 1859-1900 was 6,305 miles, as compared with 6,377 miles the previous year.

The income accounts of the last two years, including in each the mileage actually operated, compare as follows:

Gross earnings \$21,200,879 Operating expenses and	\$15,153,68
taxes 21,531,447	17,356,350
Net earnings	\$ 7,997,32 338,47
Total net income \$ 9,688,278 Fixed charges 6,770,977	\$ 8,225,50 6,231,28
Net divisible income\$ 2,917,251 Dividends 1,830,000	\$ 2,094,52 1,172,99
Surplus	of earn of earn e mileas ding sub t the yea lows the s for the addition

Men troubled with Nervo-Sexual Debility, Lost lannood, varioccie, hydrocele, Rupture, Stricture, Blood Poison, Seminal Weakness and its kindred diseases are cordially invited to investigate our combined Electro-Medical treatment, which combines all of the curative powers of both medicine and electricity. Our specialty is diseases of men only, and of each of the above complaints we guarantee a permanent cure. A legal contract in writing is given to each patient to hold for our promises. If you cannot call at our offices, WRITE and describe your troubles. Thousands have been cured by our successful system of Home Treatment.

overcharged for permanent improvements and additions. For maintenance of way the outlays averaged \$100 per mile of road for the average mileage operated, for repairs and renewals of locomotives \$2,115 each on the number at the close of the year, for repairs and renewals of freight cars \$50 each, and for repairs and renewals of passenger cars \$99 each. On the whole, about \$1,50,000 appears to have been put into additions through operating expenses, as compared with a similar appropriation of \$1,000,000 in 1899. Making allowance for these disbursements the carning power of the Southern Railway in the fiscal year 1900 may be estimated conservatively at the full 5 per cent to which the \$30,000,000 preferred stock has claim and some 1 1-5 per cent on the \$129,000,000 of common stock.

MISSOURI PACIFIC OFFICIALS. Vice President Warner at Home and

Mr. Harding Not III.

Vice President C. G. Warner of the Missouri Pacific-Iron Mountain systems arrived at headquarters yesterday, after an extended vacation in the East. Mr. Warner looked to be the picture of health, his skin was tanned to a rich hue, his eyez were bright and he looked as fresh as a snow-capped hillow on a summer sea. Preight Traffic Manager Sith was seated opposite to him when The Republic man was admitted, and asked innocently:

"Mr. Watner, have you heard of the Fordyce rumor?"

He smiled, asked himself, "Var are the wild waves saying?" winked at Mr. Stith and said:

wild waves saying.
and said:
"I always wait for you to get the news.
I mean you boys of the press."
"The craft," chimed in Mr. Stith.
"Yes," continued Mr. Warner; "the boys of the press fix up all of our appointments and then come around and ask us to confirm

"In view of Charles H. Tweed having them. Where did this announcement come from?"

ocen published in the newspapers, and was noncommittal when it came to expressing an opinion on any contemplated changes. The report sent out from Toledo that Vice President and General Manager Harding had been taken seriously ill and was confined to bed there caused considerable surprise at headquarters and among his friends in St. Louis. A number of inquiries were made at his office in the Equitable building in person and by telephone, to all of which Chief Clerk McLean was fortunately enabled to reply. He had sent a dispatch early in the day, asking just what Mr. Harding's condition was, and received an answer to the effect that the report was exaggerated. Mr. Harding had become suddenly sick from something he had eaten, but it was nothing serious. He expected to be out yesterday afternoon and leave Toledo for St. Louis in the evening or some time Sunday.

Conductors Who May Strike. Some of the conductors on the Canadian Pacific object to the plan of auditing or checking their accounts on the train, which is as follows: Pacific object to the plan of auditing or checking their accounts on the train, which is as follows, according to a correspondent of the Toronto Globe: "At a given moment two men present themselves to a conductor on the train and ask him to give up all his tekets, vouchers—his whole equipment. All this is put under seal, and the passengers, while the train is in motion, are asked individually by the checkers to produce their tickets, or the receipts they may have got for the same from the conductor. Comparison is then made between the evidence offered by the passengers and the equipment of the conductor, with the object of seeing if both agree.

The conductors have complained that this system, in its working, is mortifying, as it is worked in the presence of the passengers. At the end of the journey, when the passengers had left the train, there would be no objection to an examination of the conductor's equipment, but, of course, with the absence of the passengers the test would not be complete, and the audit is intended to guarantee absolute honesty on the part of the conductors. This system was formerly in vogue on the Grand Trunk trains."

New Hilinois Line.

REPUBLIC SPECIAL.

Springfield, Ill., Sept. 8.—A license to incorporate was issued to-day by Secretary of State Rose to the Toluca, Marquette and Northern Railroad Company, with head offices in Chicago, and a capital stock of \$100,000. The new railroad is to be constructed from Toluca, in Marshall County, in a northerly direction, through the counties of Marshall and Putnam to Marquette in Bureau County, with branches east, west and north to the boundaries of the counties through which it passes.



INGALLS

LEADS THEM ALL.

Down and the balance weekly or monthly gets the Genuine Ouick Meal, 6-hole Steel Range, and the price for 6-hole is \$28, \$30 and \$33, set up complete on above terms.

I have sold hundreds of the Quick Meal Ranges and I give you my personal guarantee that there is no range equal to it for baking qualities, economy of coal and durability. Come and let us show you the difference between a good range and a poor one.

There is no humbug or trickery about my business. I have five floors full to overflowing with beautiful Furniture, Carpets, Lace Curtains, Portieres, Mattresses, Iron Beds, etc., and I will cheerfully sell you a small bill of \$5 or more on credit, or I will furnish one room or more on terms to suit you.

All goods marked in plain one-price figures -- whether you need a nice watch or some nice furniture-CASH OR CREDIT.

F. H. INGALLS 1223 OLIVE ST. Near

of the following: Charles J. Devlin, E. Anderson, J. W. Thornton, Henry Duggen, James E. Porterfield, J. S. Wylle and William A. Stevens. The incorporators are: Charles bevin of Spring Valley, E. Anderson of Marquette, J. W. Thornton of Magnotia, Henry Duggen, James E. Porterfield, William W. Twist and D. M. Wood of Toluca and J. S. Wylle and William A. Stevens of Davenport, Is.

Eastern Trunk Lines Adjust a Claim for Rate Division.

New York, Sept. 8.—At the last of a series of freight Iraffic conferences between officials of the Trunk Line and Central Freight associations, which have been going on for the last week at the rooms of the Trunk Line Association, the matter under discussion was the application of the Iraffic of the Trunk Line Association, the matter under discussion was the application of the Iraffic of the Trunk Line association, the matter under discussion was the application of the Iraffic of the Trunk Line association, the matter under discussion was the application of the Iraffic of Iraf THREE IS HEARING.

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Assistant General Passenger Agent John
M. Chesbrough of the Vandalla-Pennsylvania lines takes exception to a protest
made by the citizens of Pittsburg, which
was reproduced in yesterday's Republic.
The article attempted to show that the
Pennsylvania was not giving proper service
between Pittsburg and St. Louis. Mr. Chesbrough says:
"They leave out of their statement the
best Irain we have from Pittsburg to St.

"They leave out of their statement the best train we have from Pittsburg to St. Louis and a train that is exceedingly popular and highly commended by the business public, namely, the train that leaves Pittsburg at \$15 p. m. and arrives at St. Louis at 12:56, noon. The complete service Pittsburg to St. Louis is as follows:

Leave Pittsburg 1 a. m.; arrive St. Louis, 5:40 p. m. Leave Pittsburg, \$45 a. m.; arrive St. Louis, 7 a. m. Leave Pittsburg, \$15 p. m.; arrive St. Louis, 7 a. m. Leave Pittsburg, \$15 p. m.; arrive St. Louis, 12:56 noon.

"Through sleepers and dining car service on the 1 a. m., 4:45 a. m. and \$15 p. m. trains out of Pittsburg.

"What on earth would they want with through cars on a train that leaves Pittsburgh at 9 in the morning and gets into St. Louis at 144 in the morning?"

Special Seal Was Easy.

The effort made some time ago by the railroads to prevent ticket scalping by using an elaborately designed special seal was a complete failure. According to the testimoney of Gerrit Fort, the ticket brokers were able to obtain an exact duplicate of the seal in two hours by having the stamp on the tickets electrotyped. When it was discovered that this was being done the railroads immediately abandoned the scheme as useless. Now they are using the specially prepared patented paper with water colors, but even this may be counterfeited. The time will come when they will quit selling round-trip tickets, and then the brokers will have no show. Special Seal Was Easy.

He smiled, asked himself, "I at are the wild waves saying?" winked at Mr. Stith and said:
"I always wait for you to get the news. I mean you boys of the press."
"The craft," chimed in Mr. Stith.
"Yes," continued Mr. Warner; "the boys of the press fix up all of our appointments and then come around and ask us to confirm them. Where did this amouncement come from?"
"From Chicago."
"Then it must be true," and everybody smiled.

In short Mr. Warner admitted to St. Paul from an Eastern trip. His mission as understood was to look over the annual accounts of the Baltimore and Ohio. President J. J. Hill has some personal holdings in the road. His investments are not believed to be very large nor are they, as far as known, in the name of the Great Northern has just returned to St. Paul from an Eastern trip. His mission as understood was to look over the annual accounts of the Baltimore and Ohio. President J. J. Hill has some personal holdings in the road. His investments are not believed to be very large nor are they, as far as known, in the name of the Great Northern has just returned to St. Paul from an Eastern trip. His mission as understood was to look over the annual accounts of the Baltimore and Ohio. President J. J. Hill has some personal holdings in the road. His investments are not believed to be very large nor are they, as far as known, in the name of the great Northern has just returned to St. Paul from an Eastern trip.

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Personal and Current Notes. -Assistant Secretary Frank Irland of the

dence.

—in addition to its car trusts the Wabash has an operative contract with the American Car and Foundry Company for 500 box. 500 coal and 250 furniture cars on the mileage basis, running to July, 1539, when the mileage payment will have been completed and the cars will belong to the Wabash Company. From the annual report it appears that in the first five months of the iscal year eight eight-wheel passenger engines, twenty-eight mogul freight engines and four switching engines were received from the builders. Ten of the lot were assigned to the Des Moines division. Nearly 56 per cent of the engines on hand a year ago have been through the shops for gen-

tion of \$,636, or 23.47 per cent from 1839 to
1869.

The population of Oakland, Cal., is 65.960,
as against 45.632 in 1890. This is an increase
of 18.735, or 37.55 per cent.

The population of Atlanta, Ga., is 83.872,
as against 65.833 in 1899. This is an increase
of 24.339, or 37.14 per cent.

The population of Bridgeport, Conn., is
78.996, as against 48.836 in 1890. This is an
increase of 22.120, or 45.29 per cent.

The population of Atlanta, Pa., is 38.973,
as against 30.237 in 1890. This is an increase
of 8,636, or 23.47 per cent.

Special \$1 Box of Stationery. 100 sheets "Hyacinthe," "Zephyr" and "Azure" Imperial, a very fine writing paper, and 50 envelopes to match, with two-letter monograms or single initial, Mermod & Jaccard's, Broadway and Locust. Write for samples. Mailed free.

VISITORS AT THE HOTELS.

-E. S. Luther of Providence, R. I., is at the St. Nicholas. -Mr. and Mrs. W. H. Mack of Kansas City are at the Lindell. -Sam Harian of Austin. Tex. is at the Chicaga, Sept. 8.—A committee from the Kansas City Board of Trade conferred with officials of the Santa Fe system here to-day concerning the 22 switching charges on grain cars at Kansas City. The Santa Fe officials agreed to discontinue the charge temporarily.

—Morton Wollman of Kansas City is at the Planters.

—G. H. Russell of Providence, Ky., is at the Science of Ferrican City. The Santa Fe officials agreed to discontinue the charge temporarily. Nicholas.

—C. M. Green of Harrison, Ark., is at the Lindell.

—John H. Rogers and daughter, Miss Bessie Bogers, of Fort Smith, Ark., are at the Southern.

—Mr. and Mrs. Whitmark of Paris, Tex., are at the Flanters.

—R. H. Smith of Kansas City is at the Planters. -Assistant General Passenger Agent D.
Bowers of the Chicago and Alton has gone
East.
-Earnings of the Monon road for the fourth week of August show an increase of \$14.795; for the month, a decrease of \$15.29.
-Once more the presidents of the Eastern roads have issued orders that the cutting of freight rates eastbound from Chicago must cease. There is little prospect of the order being more respected. from July 1, a decrease of \$19.229.

-Once more the presidents of the Eastern roads have issued orders that the cutting of freight rates earthound from Chicago must cease. There is little prespect of the order being more respected than previous ones of this nature.

-Gross earnings of the Chicago Great Western Railway for the fourth week of August show an increase of \$1,276 over the corresponding week last year, making a total increase of \$1,000 for August. The total increase since the beginning of the fiscal year, July 1 to date, is \$35,539.

-The Atchison, Topeka and Santa Fe has contracted for about \$1,000,00 of new equipment, to be delivered by November 15. There

MERMOD-JACCARD Bldg.

Pimples, blackheads, eruptions and all affections of the skin permanently cured. Moles, warts, red veins, superfluous hair and all blemishes completely removed. Imperfect, deformed and imperfect features painlessly corrected. Consultation in person or by letter is free and strictly confidential. Call or write John H. Wood-bury, 306 Mermod-Jac-card Bldg., St. Louis.

Excursion and Outing VIA FRISCO LINE, SUNDAY, SEPT. 16.

HOPE TO ALSO FIND GAS.

Ohio Syndicate Goes Into the Oil Field of Illinois. REPUBLIC SPECIAL.

and four switching engines were received from the builders. Ten of the lot were assigned to the Des Moines division. Nearly 50 per cent of the engines on hand a year ago have been through the shops for general repairs and 72 per cent for heavy repairs.

PORTLAND'S SPLENDID GROWTH

Oregon City Has Nearly Doubled

Its Population in Ten Years.

Washington, Sept. 8.—The Census Bureau aunounces that the population of Portland. Ore., is 30,45%, as against 46,355 in 1890. This is an increase of 44,941, or 94.85 per cent.

The population of the city of Altoona, Pa., officially announced to-day, is: 1990, 38,572; 1890, 39,237. These figures show, for the city as a whole, an increase in population of \$5,575, 1890, 39,237. These figures show, for the city as a whole, an increase in population of \$5,575, 1890, 39,237. These figures show, for the city as a whole, an increase in population of \$5,575, 1890, 39,237. These figures show, for the city as a whole, an increase in population of \$5,575, 1890, 39,237. These figures show, for the city as a whole, an increase in population of \$5,575, 1890, 39,237. These figures show, for the city as a whole, an increase in population of \$5,575, or 23.47 per cent from 1890 to 1800.

The population of Oukland, Cal., is 63,980.

ST. LOUIS CHINESE IN TROUBLE. Deportation Stares Yee Yuen Wah in the Face.

REPUBLIC SPECIAL

Decarar, Ill., Sept. 8.—Two Chinamen, Hee Hung of this city and Yee Yuen Wah of St. Louis, were arrested here to-day by Deputy United States Marshai Williams for being unlawfully in this country, not being able to produce the certificate of residence required by the act of 1882.

The man from St. Louis is unusually intelligent and claims to be an importer. Deputy Williams and District Attorney Otis Humphrey took the two Celestials to Springheid, where they will be arraigned before Commissioner Kidd. If they cannot produce their certificates they will be turned over to the Marshal at San Francisco and sent back to China. The Chinese in this part of the State are all being required to show certificates, and those who cannot will be put under arrest. REPUBLIC SPECIAL.

MR. SPRAGUE SAYS You will like the chicken broth at the Delicatessen-it's very fine.

HEAD-END COLLISION.

Engineer Killed and Two Trainmen Seriously Injured.

REPUBLIC SPECIAL.

Dallas, Tex., Sept. 3.—In a head-end collision of passenger and freight trains at Trinidad last midnight on the St. Louis and Southwestern Railway, Freight Engineer Frank H. Emmerson was killed and John Kelton and Edward Brennazo, trainmen, seriously injured. The wreck was caused by a misplaced switch. A freight train had been sidetracked to permit the passenger train to pass. No one on the passenger train was hurt.

The Best Remedy for Diarrhoea Mr. G. R. Dawson, a well-known citisen of Pomeroy. O., says: "Chamberlain's Colle, Cholera and Diarrhoea Remedy is the best medicine for diarrhoea that I ever used. Having used it on several occasions with good results I can testify to its merits."

J. B. Wiseman Appointed.

REPUBLIC SPECIAL

Jefferson City, Mo., Sept. 8.—Governor
Stephens to-day appointed J. B. Wiseman
Coal Oil Inspector for the city of St.
Charles for the term ending August 1, 1902.



ICE CREAM for HOT DAYS. THE FIRST SHIPMENT OF OYSTERS for COOL DAYS.

ers should get our prices. S. GALLAIS 21st and Walnut Streets.



CONSULTATION FREE. Office Hours-From 8 a. m. to 8 p. m. Sundays-10 a. m. to 2 p. m. STATE ELECTRO-MEDICAL INSTITUTE Permanently Located No. 1 N. Broadway, St. Louis, Mo.

NERVOUS DEBILITY

DOCTOR TOLSON, State Electro-Medical Institute No. 1 N. Broadway, Specialist in Diseases of Men. Men troubled with Nervo-Sexual Debility, Lost flanhood, Varicocele, Hydro-